



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

MAY - JUNE 1971

THE COVER

With the awesome panorama of the Duluth Harbor and Park Point as a backdrop far below, the Northside car of the celebrated Duluth Incline descends to the Superior Street Terminal - 2,749 ft. downgrade. The year is 1939 - twilight for the famed funicular, which was torn up only a few months later, its steelwork to be reincarnated in the dreadnaughts of World War II South Pacific fame.

In epilogue, doubtless had this unique and colorful Minnesota institution survived the ill-considered wholesale scrapping of September 1939, its value today as a tourist attraction to the "air conditioned city" would be of almost inestimable proportions; certainly not less than the world-famous hill climbers of San Francisco or the renowned Duquesne Heights incline of Pittsburgh, Pa.

Restoration, anyone?

AN EDITORIAL

THE MTM IS NOT just a "Trolley Museum"!

..... But, the completion of the Lake Harriet Restoration project is the MTM's primary, Number 1 goal for the immediate future. Questions concerning our recent decision to transfer locomotive 353 to North Freedom and our preoccupation with "Trolley" and things related -- to the seeming exclusion of other areas of Historical Transportation have quite legitimately been raised by several of our members. This is wholly understandable! However, this deserves a considered and proper response.

The Minnesota Transportation Museum was originally conceived and founded as a non-profit public organization dedicated to the preservation and operation of historic places and vehicles representative of Minnesota's transportation past. Within the very limited resources possessed or generated by the MTM much has been accomplished to date -- but only due to the wholehearted dedication and perspiration of its individual members and their ability to focus effort toward the attainment of predetermined primary goals. Living examples of this are the Minnehaha Depot, the Northern Pacific Railway Car, the complete restoration of car 1300 and now, the Lake Harriet Project and the refurbishing of Dan Patch #100. To fragment this effort with numerous and nebulous projects at this time is to invite the inevitable disaster --- much talk, much rusting junk, much recrimination and no capital, no accomplishments, no members, and!! Recognizing this fallibility, we must go forward slowly and with purpose, we must do wisely and we must do well. It is quality and not quantity by which we will be judged and by which we, ourselves, must judge our efforts and accomplishments. The work we do must be solid because it is for future generations to see, enjoy, and marvel at -- it is for the preservation of our heritage. To do otherwise would only be a self-serving canard. No, the MTM is not just a Trolley Museum and it is likewise not a railroad fan club, scrap collection society, or a haven for bus or steam buffs or any other specialized segment. It is a TRANSPORTATION Museum and will

continue to concern itself with the preservation of all significant species of pioneer Minnesota transport through both our efforts and with the cooperation and help of other similarly dedicated organizations possessing a similar history of solid accomplishment.

Perhaps slowly, almost imperceptibly, but always forward, we will move toward that goal. For now -- Lake Harriet happens to be it!

The Editor - P. M. J.

JUNE - HARRIET CREW SCHEDULE

(Members, please note your assigned day)

The normal work day is 9 A. M. - Noon and 1 P. M. - 4 P. M. Saturdays and 1 P. M. - 6 P. M. Sundays. Members concerned should review the schedule for possible conflicts. If any, please advise Geo. Isaacs. After suitable alterations are made crew members are asked to strictly adhere to the schedule. Work dates may be switched between individual fellow members but the foreman for each date must be notified prior to the work day. All details are at Harriet.

<u>DATE</u>	<u>DAY</u>	<u>FOREMAN</u>	<u>WORK CREW</u>
6-5	Sat.	Herb Pinske	Hawkey, Rubin, Kiewel, Ferch, Diers, Priebe, Johnson
6-6	Sun.	Loren Martin	Bergstrom, Poehler, Shogren, Wm. Olsen
6-12	Sat.	John Stein	Dumas, Fjone, Mitchell, Knott, B. Olsen
6-13	Sun.	George Isaacs	Fuller, McCauley, Foster, Harrison
6-19	Sat.	Frank Sandberg	Ahlgren, Lindberg, Baker, Mackner
6-20	Sun.	Mark Anderson	Arneson, Benson, Cordes, Seever
6-26	Sat.	Norm Podas	Phillips, Svobodny, Norman, Corrin, Green
6-27	Sun.	George Isaacs	Juneau, Peletier, Sweet, Nordal

CREW FOREMEN

George Isaacs 484-7512
Mark Anderson 825-7851
Herb Pinske 724-4533

Frank Sandberg 890-2830
Norm Podas 588-9643
John Stein 459-1321
Loren Martin 789-4297

Thanks again for your
splendid cooperation,

George K. Isaacs

HELP HER RUN, IN '71!

A CALL FOR CARBARN EQUIPMENT

Now that the Harriet Carbarn is securely protected and we are beginning to install maintenance equipment our shortcomings are coming to light. The following list contains items that MTM needs and you may have as surplus. If in good condition (no junk) please bring it down to the Harriet Carbarn any Saturday or Sunday.

Metal work bench (no wider than 24 inches)	Hand saw for rough work
Heavy Duty Vise with 5" jaws minimum	Ball Peen Hammer
Electric Drill-3/8" capacity, 1/2" capacity	Cold Chisels
Drill Bits	Claw Hammer
Cork bulletin board	Pinch Bar
Steel storage rack	Screw Drivers Large and Small
Steel storage cabinet	Wrenches, especially large sizes
Metal trash can with cover	Oil can pump type
Extension cord 50 ft. 3 #16 wires	Files
Chain 12-15 feet with 2 hooks, 3000 lb. test	Rope Heavy 50'
Chain hoist	Pliers and Cutters
Track Jacks or heavy duty truck jacks	"C" clamps
Peg Board and Fittings (heavy duty preferred)	

This list is not complete so should you think of anything else that would be useful to "trolley", bring it down. The fair value of such items are tax deductible, of course.

THIS IS THE YEAR OF "1300"!

..... and all Museum efforts are aimed toward the attainment of this objective! The '71 building season at Harriet is on! And, we are on schedule; Friday, April 23 saw the arrival on-site of approximately 40 tons of 75 lb. Illinois Steel Works (vintage 1902) "T" rail, delivered by two semi-trailer flatbeds; the next day Museum crews augmented these supplies with ties, bolts, spikes, fishplates and assorted hardware. On the following weekend, May 1-2, the rails began their march to 42nd Street amid the ring of spike mauls and grunting members. Final rail spike down, aligning and tamping is set for mid - late May; "1300" is slated to arrive on-site in June; 42nd Street will be crossed and the station area rails laid in July; final clean up, painting, crew training, and inaugural runs of the car are scheduled for August. You can do your part to help in this historic venture by asking others to help contribute at this time of greatest need for funds to restore electric streetcar operation over the old Como-Harriet right of way. Also, help is vitally needed on the weekend crews; track laying, aligning, painting, brush and cleanup personnel are required. Call George Isaacs at 484-7512 and offer your help! Remember this is a project of all MTM ---don't sit back and let "George" (literally) do it!"

WELCOME, NEW MTM MEMBERS!

A. T. Hennek, 308 West Ferndale Road, Wayzata; Peter M. Johnson, 2635 Girard Ave. No., Minneapolis; Donald B. Lind, 3632 25th Ave. So. Minneapolis; John A. Markgren, 8324 Second Ave. So., Minneapolis; L. A. Peletier, 70 Arthur Ave. S. E., Minneapolis; Cleland W. Peterson, 2201 North 3rd St., Minneapolis; Harry Sailor, 604 E. Fletcher Ave., Minneapolis; George J. Sennhauser, 24 Locust Drive, Babbitt; DuWayne Shogren, 419 Lyndale Ave. No., Minneapolis; Staff Sgt. Charles Swem, Box 59, Grand Forks Air Force Base, N.D. Congratulations to these new MTM'rs. Welcome Aboard!



Furnell & Webb flatbed backs up-grade with the MTM's first load of rail.



John Stein, Dave Norman, John Diers and Scott Heiderich drop the first lengths at end o'track -- onward, ho!



PUBLIC NOTICE IT'S YOURS...

This site is the home of '1300'-a historical Twin Cities electric trolley, built in 1908, which ran on the streets of Mpls. St. Paul until 1954. It belongs to the Minnesota Transportation Museum, and all of the people of Minnesota.

PLEASE RESPECT THESE PREMISES SO THAT YOUNG AND OLD ALIKE WILL BE ABLE TO RIDE AND ENJOY THIS UNIQUE LINK WITH THE PAST FOR GENERATIONS TO COME. *IT'S YOURS...PROTECT IT!*

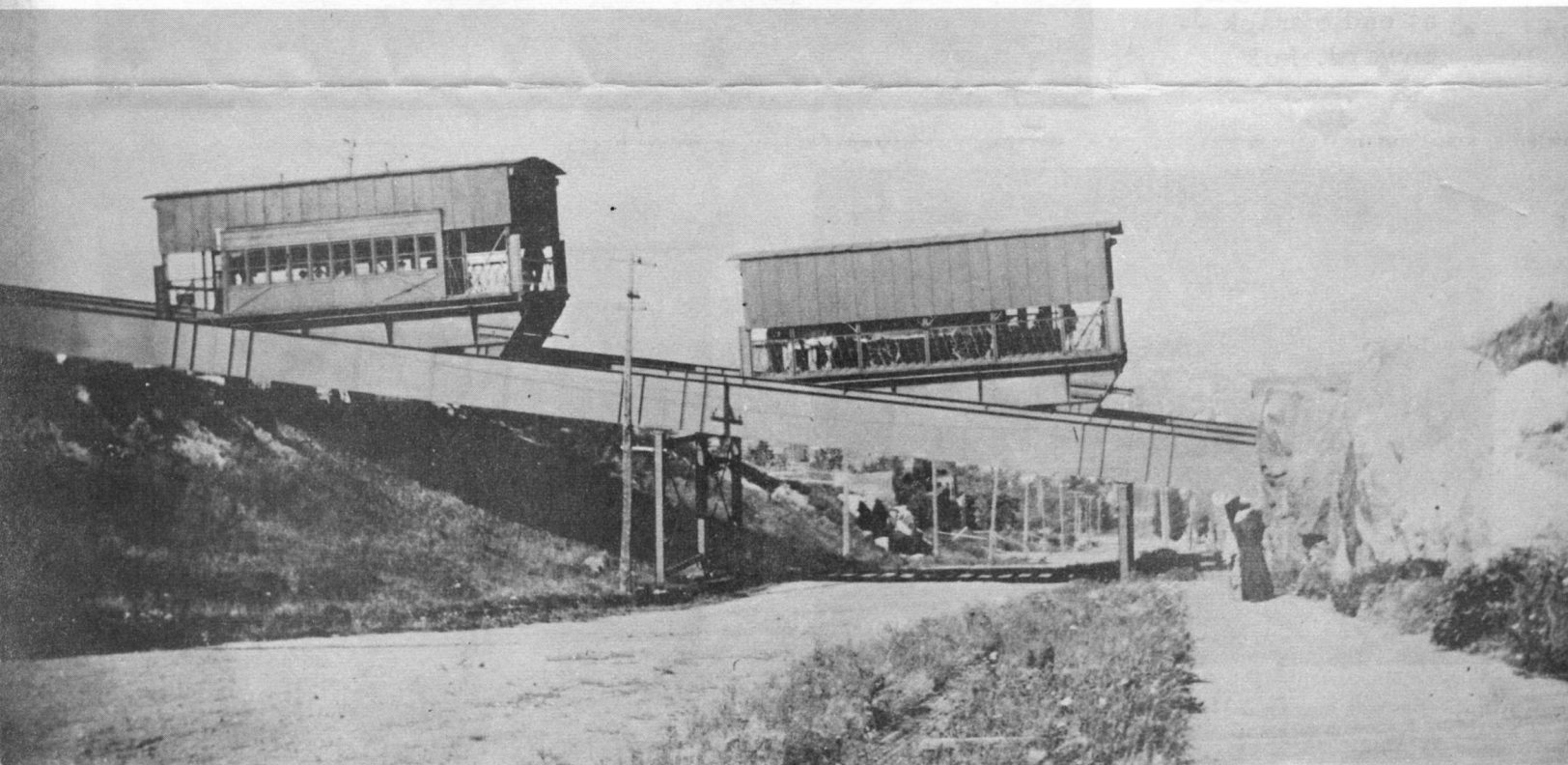
MINN. TRANSP. MUSEUM

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▲ Superior Street Station on The Incline, circa 1931. Specially built in the St. Paul Snelling shops of TCRT in 1911 the two cars bore the characteristic Twin Cities profile. Cable powered, the cars also carried trolley poles for lighting and communication. Several of the buildings in the background survive to this very day.

Original equipment dating from The Incline opening in 1891 were of exceptionally heavy construction, designed to carry both passengers, freight and wheeled vehicles up the hill. Their demise came a decade later when they committed suttee along with the railway's hilltop power house and pavilion -- a spectacular blaze long remembered by Duluth residents. ▼





MINNESOTA STREETCAR MUSEUM

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August 2021

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We Make Minnesota's Electric Railway History Come Alive!